

ARUBA **Esso** NEWS

VOL. 6, No. 15

PUBLISHED BY THE LAGO OIL & TRANSPORT CO., LTD

DECEMBER 21, 1945

L.O.F. Men Saved After Twenty-two Hours Adrift

Aruba's normally calm ocean came dangerously close to claiming victims late last month when three L.O.F. men were rescued 20 miles at sea from a drifting boat that was in a near-sinking condition. Wet, cold, and beginning to feel the effects of 22 hours exposure, the three, Roy d'Abreu, Gerald Gonsalves, and Bertram Hadley, were picked up at 3 a.m. November 28 by a tug specially dispatched from Curaçao.

The trio had set out from Oranjestad on a fishing trip in d'Abreu's boat, the "Lady Mae", at 5 a.m. the day before. They may owe their lives to the fact that they started before dawn, and so had a flashlight in the boat. Working 4 to 12 shift, they had planned to be out only a few hours, but the strong current southwest of the island took them farther than they intended to go, and about the time they wanted to start back a squall broke the mainsail's spar, and the sail tore badly.

Barely able to keep headway with a sail patched with trousers and shirts, they were able to signal an outbound British ocean tanker late in the afternoon. After giving them some water, the

Continued on Page 8

La Reina Wilhelmina ta Expresá Gratiud na Pueblo di Aruba pa Nan Contribuciónnan na S. A. N. O. A.

Na Holanda nan ta haciendo bon uso di e contribuciónnan cu empleadonan di Lago y Compania mes a haci na S.A.N.O.A. na anja 1940 y 1941, según un carta di gratitud cu su Mahestad La Reina Wilhelmina a dirigí na Gouverneur Kasteel.

Aruba su contribuciónnan e fondo di socorro aki, cu a worde organizá poco despues di invasión di Holanda, a suma Fls. 270,000 y di esaki Fls. 142,146.40 a worde contribuí pa Lago y su empleadonan.

E carta di La Reina ta pidi Gouverneur Kasteel di comunicá su sentimiento di gratitud na Pueblo di Aruba, y el a bisa cu e ta masha comoví pa e simpatía demostrá door di e regalo aki na Holanda y na su Pueblo cu a sufri tanto cu guerra.

Su Mahestad a sigurá cu nan lo usa e placa di e moda cu e Comité di Aruba ta proponé.

A new spirit of Christmas manifests itself this year. Six times the observance of the holy day was clouded over by war and even those who were fortunate enough to be untouched by the war's hardships or sorrows knew there could be no real Christmas while the struggle went on.

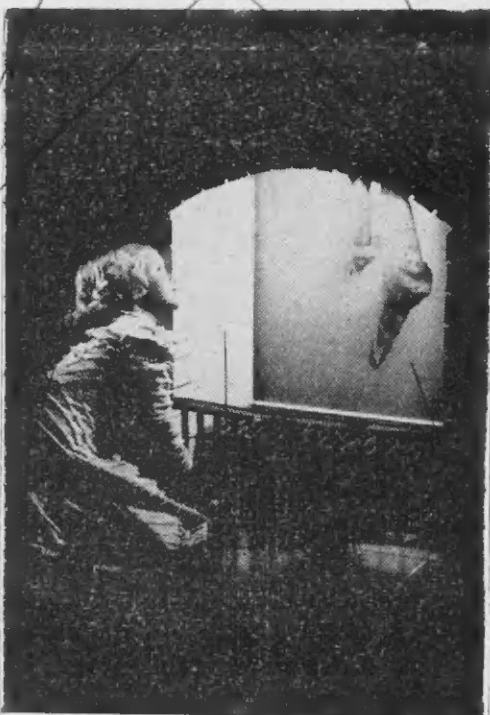
With unrest and suffering still gripping countless thousands of the world's people, a true Peace on Earth is not yet here, but the greatest threat to peace is gone, and there is renewed hope for happier days. It is in this prospect, that hardships may diminish and that men's good will towards men may soon be re-established, that I extend good wishes for Christmas and the New Year.

J. J. Horigan

Ta reina un espíritu nobo di Pascu e anja aki. Seis bez e dia sagrado tabata tapá bao nubianan seur di guerra y hasta esnan cu tabatin fortuna di a keda sin sufri e penanan cu guerra ta trece, tabata sinti cu no por tin un Pascu berdadero mientras cu e lucha ta sigui.

Cu intranquilidad y sufrimento di e milesnan di hende aki na mundo, un berdadero Paz na Tera no ta existi ainda, pero e amenaza di mas grandi a worde deshaci y atrobe tin speranza pa dianan mas feliz den futuro.

Den speranza cu sufrimentonan lo mengua y cu bon voluntad lo reina atrobe den hendenan un pa otro, mi ta extendé mi deseonan pa un Bon Pascu y un Feliz Anja Nobo.



E.A.C. Sub-Committee Sees Food Facilities And Supply Problems

The Plant Commissary sub-committee of the Employees' Advisory Committee, Erskine Anderson, Pedro Brook and Joaquin Maduro, accompanied J.J. Abadie of Colony Service and Clifton Monroe of Personnel on a tour of cold storage and commissary facilities December 11, and at the same time discussed with Commissary personnel the special problems involved in supplying food for Lago's thousands of employees.

Several factors outstanding during the war years cut down the quantity available and affected the quality of the fruits and vegetables obtained.

Hindered by a lack of shipping space, and due to the U.S. Army's taking the large quantities of foodstuffs it needed, not to mention Government Lend-Lease commitments, Aruba's food supply was at times meagre.

To try to counteract this inability to obtain fresh foods, arrangements were

Continued on Page 7

Better Gasoline Now Available Since Ban on Sale Is Lifted

Wartime restrictions required all oil companies the world over to market gasoline for civilian use with an octane number not to exceed 70 A.S.T.M. This restriction has existed since January 1942, and was instituted as a measure to conserve higher octane material and tetraethyl-lead for military requirements.

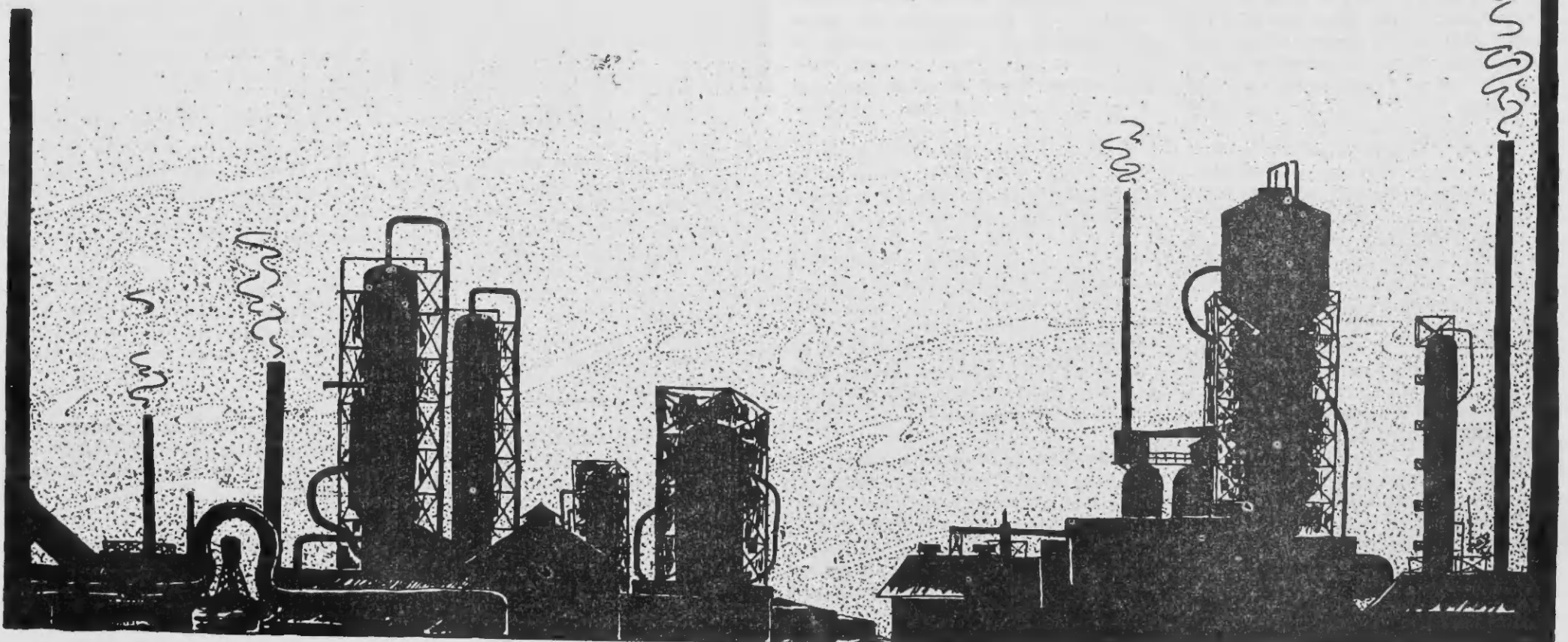
This restriction has now been lifted and effective at once, the motor gasoline marketed in the Caribbean area will have road performance octane of 81.

This change should be welcome news to Lago employees as well as motorists the world over who have been using the war-time grade during the past 3 years.

The new grade is now being dispensed at all Esso filling stations.

In This Issue—

- January calendar: page 8.
- Commissary supply problems: page 1.
- Additional Thrift contribution: page 2.
- "Cat cracking" — how it's done: pages 4 and 5.
- Lago Club show: page 6.
- A new feature, "Around the Plant": page 7.



ARUBA **Esso** NEWS

PUBLISHED AT ARUBA, N. W. I., BY THE
LAGO OIL & TRANSPORT CO., LTD.

The next issue of the ARUBA ESSO NEWS will be distributed Friday, January 11. All copy must reach the editor in the Personnel building by Friday noon, January 4. Telephone 523

Printed by The Curacao Courant, Curacao, N.W.I.

When one tree makes a forest

Trains passing through wooded areas have been known to start large and disastrous forest fires. A badly wired toy electric train can do the same thing in Aruba at Christmas time. Although the island is short on wooded areas, a Christmas tree in a bungalow will serve very well to start a beautiful fire.

Possibility of damage through fire increases greatly at Christmas time, with flammable decorations all through the houses and on some of the costumes that might be worn. Elaborate decorations in bungalows are often a serious fire hazard and care should be taken to see that this kind of danger is kept to a minimum.

A few safety precautions with regard to electrical fixtures and tree lights will help to eliminate fire hazard. A sound, undamaged or unworn lighting system for a tree should give little trouble. But if a set of lights is old and worn, with frayed wiring or broken plugs, possibility of a short circuit is always present and fire can result easily.

Hazards such as these increase during the holiday season. A wise person knows this and acts accordingly so that he will have no "forest fires" in his house to mar the holiday fun.

Company Contributes Nearly One Million Guilders Additional to the Lago and Overseas Thrift Plans

Credits Made to Participants Accounts as in Previous Years

Additional contributions of approximately Fls. 945,000 by the Company to participants in the Lago Thrift Plan and Overseas Thrift plan were announced December 1. This is in addition to the amounts contributed regularly by the Company to each employee's thrift account.

While there is no guarantee of additional contributions embodied in the provisions of either plan, the Company makes such extra sums available when earnings, cash position, and other factors justify it. The present grant of nearly one million guilders is the seventh such special contribution to be made in seven years.

As in the past, each participant's thrift account will be credited with a fixed sum, plus a percentage of the total he and the Company have contributed over the past year.

With 4,816 employees entered in the two plans (97.8 per cent of those eligible for the Lago Thrift Plan, and 98.3 per cent eligible for the Overseas Thrift Plan) the distribution of the extra credits will be of benefit to nearly all employees of the Company.

Dia 1 di December a worde anuncia cu Compania lo concede contribucionan adicional di Fls. 945,000 na tur participantenan den Lago Thrift Plan i Overseas Thrift Plan. Esaki ta fuera di e sumanan, cual regularmente ta worde cargá door di Compania na cuenta di cada participante den Thrift Plan.

Aunqun tin ningun garantia pa contribucionan adicional inclui den cualquier di e dos plannan, Compania ta pone tal sumanan extra disponibel pa e proposito aki ora cu ganamentonan, posicion financieria, i otro factornan por hustifica esey. E donacion actual di casi un millon di florin ta e di seite contribucion especial cu lo worde concede durante seite aña.

Manera anterior, un suma fiho lo worde cargá na favor di cada participante den Thrift Plan, mas un porcentaje di e total cu tanto e empleado como Com-

pania a contribui durante e ultimo aña cu a pasa.

Cu un total di 4,816 empleado den e dos planan aki (97.8 por ciento di esnan eligibel pa Lago Thrift Plan, i 98.3 por ciento eligibel pa Overseas Thrift Plan) e distribucion di e creditonan extra lo ta un beneficio pa casi tur empleadonan di Compania.

Esso -News

A new production record was set by Creole recently when they produced approximately 54 per cent of the total daily production in Venezuela. Creole's share in the industry-wide production of 1,020,000 barrels per day was 555,544 barrels.

A theoretical physics group has been formed by the Standard Oil Development Company, among whose assignments will be investigating the industrial possibilities of atomic energy. In addition to exploratory research work, they will aid other groups on mathematical and physical problems.

F. W. Abrams, a director of S. O. Co. (N. J.), has accepted the chairmanship of the petroleum division of the American Red Cross drive for 1946.

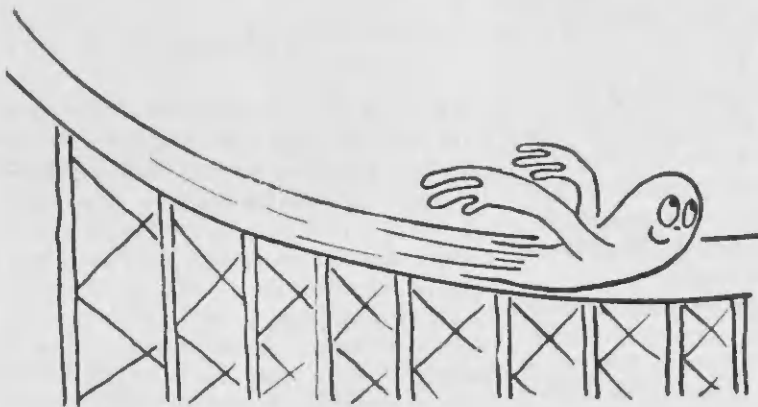
Captain F. V. Lowden, recently released from the U.S. Coast Guard and a veteran of World War I also, has been named veterans' coordinator of S.O. Co. (N.J.) and its affiliates. He will be responsible for implementing the company's policy of reinstatement of returned veteran-employees.

Richardson Pratt, assistant treasurer and head of the budget department of the parent company, has resigned to devote his full time to varied personal interests. He is succeeded in the budget department by Dr. C. L. Burrill, former assistant professor of accounting of Harvard.

Departmental Reporters

Simon Coronel	*****	Hospital
Bipat Chand	*****	Storehouse
Sattaur Bacchus	*****	Instrument
Gordon Ollivierre	*****	Electrical
Luciano Wever	*****	Labor
Henwey Hirschfeld	*****	Marine Office
Simon Geerman	*****	Drydock
Iphil Jones	*****	Receiving & Shipping
Erskine Anderson	*****	Acid & Edeleanu
Sam Viapree	*****	L. O. F.
Fernando da Silva	*****	Pressure Stills
Bertie Viapree	*****	C.T.R. & Field Shops
Hugo de Vries	*****	T.S.D. Offices
Pedro Odor	*****	Accounting
Mrs. Ivy Butts	*****	Powerhouse 1 & 2
Jacinto de Kort	*****	Laboratories 1 & 2
Henry Nassy	*****	Laboratory 3
Harold Wathey	*****	Lago Police
Mrs. M. A. Mongroo	*****	Esso & Lago Clubs
Elsa Mackintosh	*****	Dining Halls (3)
(Not yet selected)	*****	Hydro-Alky
Thomas Leverock	*****	Gas & Poly Plants
Calvin Hassell	*****	M. & C. Office
Federico Passon	*****	Masons & Insulators
Thomas Larmorie	*****	Carpenter & Paint
Edgar Connor	*****	Machine Shop
Mario Harms	*****	Blacksmith, Boiler & Tin
Cade Abraham	*****	Welding
Jan Oduber	*****	Colony Commissary
John Francisco	*****	Plant Commissary
Jose La Cruz	*****	Laundry
Vanisha Vanterpool	*****	Colony Service Office
Ricardo Van Blaricum	*****	Colony Shops
Claude Bolah	*****	Garage
Hubert Ecury	*****	

(Stars after a name indicate that that reporter has turned in a tip for this issue).



No, it's not a ghost. This blithe spirit is the artist's symbol of the catalyst that makes the cat cracker a modern marvel of gasoline production. More about him and what he does will be found on pages 4 and 5.

Noted Radio Artist of Trujillo Now Works in Marine Department

If you were listening to the radio in New York and heard the name Leslie announced over the air it would probably mean that you were about to hear some fine piano music. But if you were in the Marine office Leslie would turn out to be Emelindo Leonor.

Emelindo has been working in the Marine Department since August of this year but previous to that time he had carved out quite a niche for himself in the world of music. Emelindo's profes-



Emelindo Leonor

sional name, "Leslie" has been famous for a long time in Santo Domingo, where he had his own orchestra "Orquesta Caribe", in Ciudad Trujillo and played over stations HIZ and HIG. While in New York he was heard over WJZ and WNYC and in several of the nightclubs.

In addition to his orchestra Emelindo has done a great deal of teaching and concert work both in the States and Santo Domingo.

A former government rubber authority predicts that by 1950 the quality of synthetic rubber, whose base is a petroleum derivative, should be at least equal to that of natural rubber, and low-cost plants should be able to sell it for 15 cents a pound including an adequate profit and return on investment.

The Inquiring Reporter

Over 4,000 men and women signed up in the new vacation plan, which gives longer vacations and contributes Company money to an employee's savings for vacation. The ESSO NEWS believes it may be interesting to readers to see what fellow-employees think of the plan and what they propose to do with their time and money. Here are some of the opinions:

"Sure it's a good thing", said Remigio Franken of T.S.D. "It gives employees enough time and money to travel during the long vacation. Previously not too many people were able to travel, now just about everyone can." He didn't have any plans for when his long vacation is due.



Herbert Hengeveld, of the Cable office, who under the new policy has seven weeks vacation due next December, believes the plan is excellent. Herbert plans to take in the sights in Caracas during his vacation next year.



John Marugg of Accounting, said that he thought the plan was good and believed the three per cent Company contribution would go a long way towards helping employees spend more enjoyable vacations



In the Storehouse, F.M. Guevara said, "Yes the plan is good. I'll probably go home to Trinidad when I get my long vacation. I haven't been there in four years."



"The plan is fine," stated George Lawrence of the Gas Plant. "I'm going to save my vacation time and take a good long one." George plans to pay for his newly-bought house then go out and blow the lid off on a trip home to British Guiana.



PETROFACTS

It is believed Japan and all her conquered territories did not produce more than 65,000,000 bbl. of oil a year. The state of Texas alone produces approximately 800,000,000, or about 13 times as much.

The longest string of oil-well casing in the world is more than 2½ miles long in a Louisiana Gulf Coast test well. It was cemented with 1,000 sacks of cement mixed in only 53 min.

Oil fields of the world actually are graveyards of animals and plants which have been subjected to millions of years of heat and pressure beneath the earth's surface.

In one area of Shensi province, north China, primitive oil wells produce 4 or 5 bbl. a day by pumps entirely hand-operated.

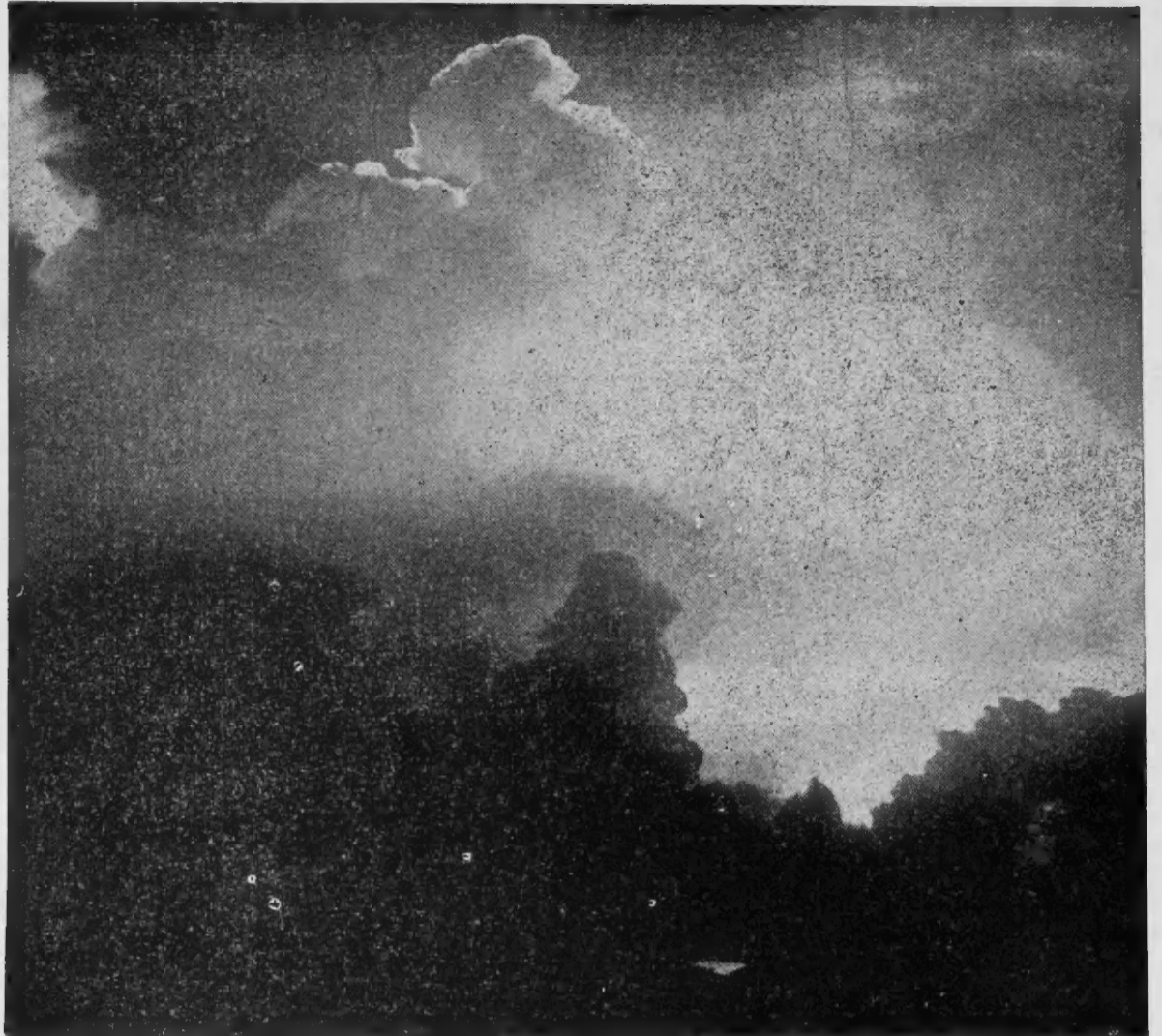
A legislative proposal in the Bahamas, B.W.I., would authorize the British government to explore for oil on 19 of the 20 islands in the group.

NEWS a n d VIEWS



Taking and giving signals through the ropes to a diver under water, Alberto Rincones is traha como yudador di buzo na e reparacionnan na Drydock cu repairs recently completed. Handling an exacting job, he did the work for several months after the regular Crandall Engineering man had in leave because of illness.

Buena y tumando señalnan na buzo ban di awa door di cabuyanan, Alberto Rincones is traha como yudador di buzo na e reparacionnan na Drydock cu a bini cía recientemente. El a haci e job cu masha exactitud hopi lunanan largo despues cu a homber cu tabatin di Crandall Engineering mester a bai pa via di enfermedad.

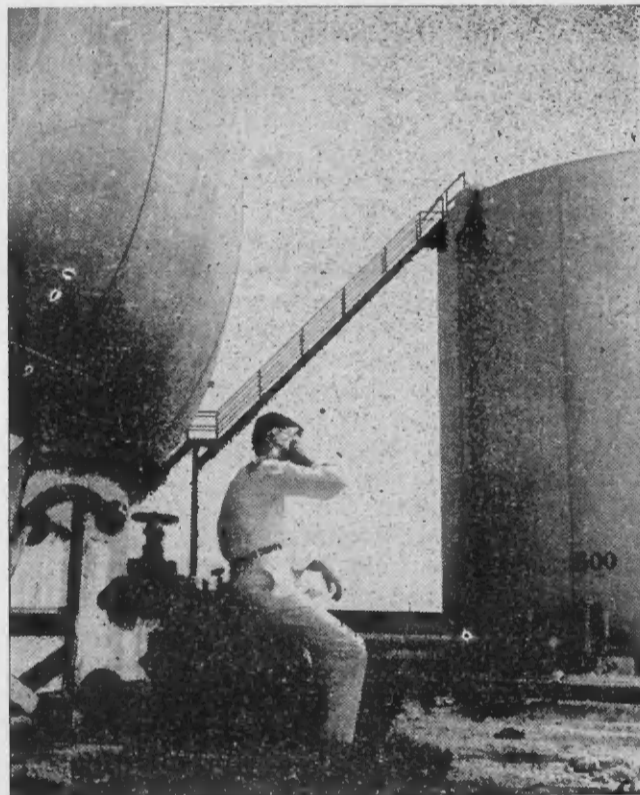


7:00 P.M. weather forecast: Rain any minute.

Parce cu awa ku yobe di un ora pa otro.

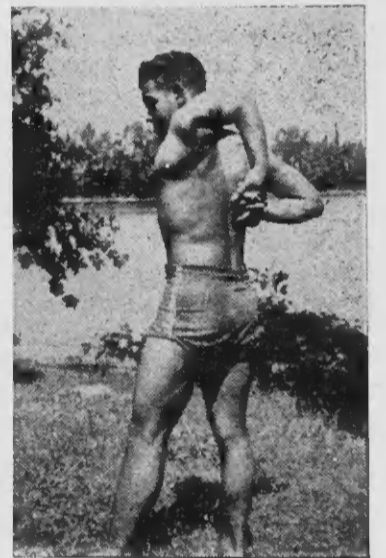


Paska



December winds bring snow to this Company tank farm at Hallowell, Maine, (left) and snow means hard work with a shovel if gauges are to be read. December in Aruba, on the other hand, (above) means mopping the brow as usual.

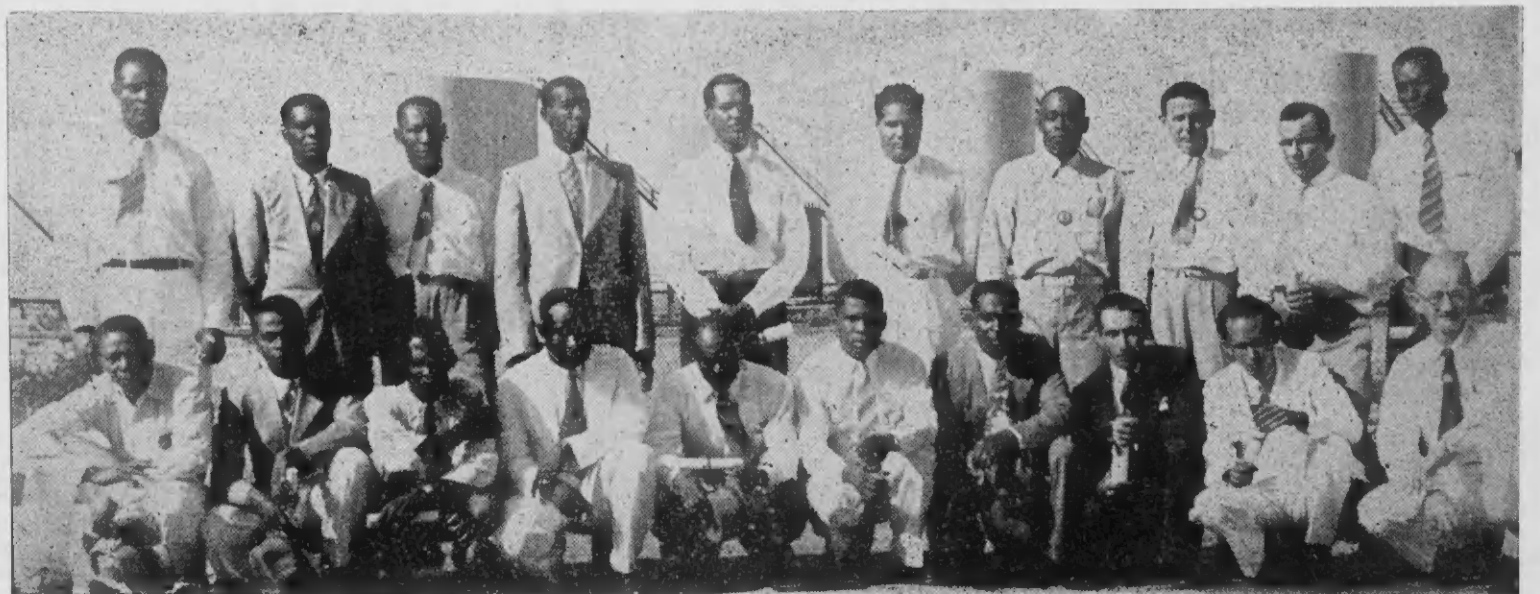
Don't try this one before breakfast. The double-jointed trick is being done by Edwin Bernex, a brother of St. George Bernex of Material Accounting. When not tying himself in knots, Edwin studies medicine at McGill University in Canada.



E mucha-homber cu a troce su curpa na tur figura aki ta ruman di St. George Bernex di Material Accounting.



Diplomas went to 19 graduates in the Electrical Job Training Course November 29, with W. L. Ewart making the presentations. The men started their class in September, 1944, with Franklin Brown as instructor, and in the 175 hours of instruction they studied practically all the electrical equipment of the refinery. Shown at right after the graduation ceremonies, they are, in the back row left to right, G. Scott, F. Edwards, N. Mathews, S. Alleyne, T. Nicholson, J. Loyaer, J. Tyrrol, N. Johnson, L. Lopez, E. Cooran; front row, F. Monte, H. Lancaster, M. Krind, R. Todd, C. Held, H. Bentham, G. Rawlins, S. Goorman, F. Luidens, F. Brown (instructor).



Pulverized Catalyst

Produces 100 Octane

How "Fluid" Catalyst works in a giant cracking unit producing the 100 Octane which was so valuable in winning the war. The white clay powder mixed with heated petroleum vapor produces the miracle fuel that enabled our planes to climb faster, higher and maneuver more successfully than those of the Japs and Nazis.

Though the American petroleum industry is the largest in the world, it could not have achieved a daily production of more than 500,000 barrels of 100 octane gasoline without the relatively new refinery process, catalytic cracking. The newest and simplest form of catalytic cracking — and today the major cracking method used in the production of 100 octane gasoline — is known as the Fluid catalyst process.

A Fluid catalyst unit is an awe-inspiring but highly docile chemical machine, towering in some cases to a height of 200 feet, with its huge steel drums and its labyrinthine pipelines standing open to the weather. In full operation, with its powdered catalyst whirling in a white storm in the reactor, the exterior of the great machine is motionless and all but soundless. It is apparently unattended by human hands. It looks idle. There is nothing in its exterior to indicate the huge scale of operations within its walls — nothing except the dials, meters and gauges on the long panel in the control room, where a small crew controls the monster's hourly intake of air, gas, live steam, catalyst, oil and water.

And yet, idle though it appears, its production of raw materials for 100 oc-

tane gasoline makes it a key contributor to the mastery of the skies which the Allies have won in this first major air war in history.

IT IS A LONG STEP from the black crude oil to a clear green-dyed product as highly synthetic as 100 octane aviation gasoline. This is a very different fuel from ordinary gasoline formerly obtained by distillation alone. Distillation averaged 20 barrels of gasoline for every 100 barrels of crude. The yield has since been doubled by subjecting the heavier fractions of the crude to high temperatures and varying pressures so as to "crack" their heavy molecules into the lighter and more volatile molecules of gasoline. This process, known as "cracking," has made it possible to obtain as much as 45 barrels of gasoline from 100 barrels of crude.

The early application of cracking made use of heat and pressure alone. It increased the gasoline yield, and as soon as knock was identified as a characteristic of the fuel, cracked gasoline was found to possess an improved anti-knock quality. However, for two reasons this process of thermal cracking could not be applied to aviation gasoline: (1) the improvement in anti-knock quality was

not enough, and (2) cracked gasoline was not sufficiently susceptible to tetraethyl lead.

For both of these reasons, the technicians worked for some time to improve the cracking process and a solution involving the use of a catalyst, and hence known as catalytic cracking, was being developed when the war came. The use of a catalyst made it possible to control the cracking reaction and so to produce a gasoline higher in octane rating and more susceptible to tetraethyl lead. Catalytic cracking produces more than 50 per cent of the enormous volume of 100 octane gasoline pouring from American refineries today.

THE CATALYST was a claylike solid which had to be brought into contact with the vaporized oil during the cracking reaction. It could be used indefinitely. But the cracking reaction coated its surface with coke and thus made it inactive. Periodically, its surface had to be cleaned. There were two ways of doing this. The flow of oil vapor could be stopped in order to allow the catalyst to be cleaned, or the catalyst could be removed from the stream of oil vapor and cleaned before it was returned to duty. The former was known as the fixed-bed catalyst process, the latter as the moving bed process.

IN BOTH PROCESSES, the catalyst was cleaned by passing air over it, the temperature in the regenerator being such that the air had the effect of burning off the coke. The principle was the same in both processes, but the mechanics differed. The handling of very large masses of catalyst and the minimizing of the losses of catalyst were problems of great difficulty, and only during the last few years have they been solved.

The fixed-bed process now uses its catalyst in the form of pellets lying on fixed trays in the large vertical steel

drum, called the reactor, in which the cracking reaction takes place. As soon as the catalyst is fouled, the incoming stream of vaporized oil is valved to another reactor in order to permit the catalyst to be regenerated. This type of cracking necessarily makes use of several reactors.

Two types of the moving-bed process have been developed. One type provides continuous operation with a single reactor and conveying it by means of a mechanical conveyor to the regenerator where it is burned clean before being cycled back to the reactor.

THE OTHER TYPE of moving-bed and one of the most revolutionary solutions of the catalyst problems, is known as the Fluid process, and was devised by the Standard Oil Development Company, Research and Development Affiliate of Standard Oil Company (N.J.). It has the advantage of providing continuous operation without mechanical conveyors or other moving parts. Its basic technique is the handling of the powdered catalyst so that it is always in a fluidized condition and can be made to flow from one part of the unit to another like water.

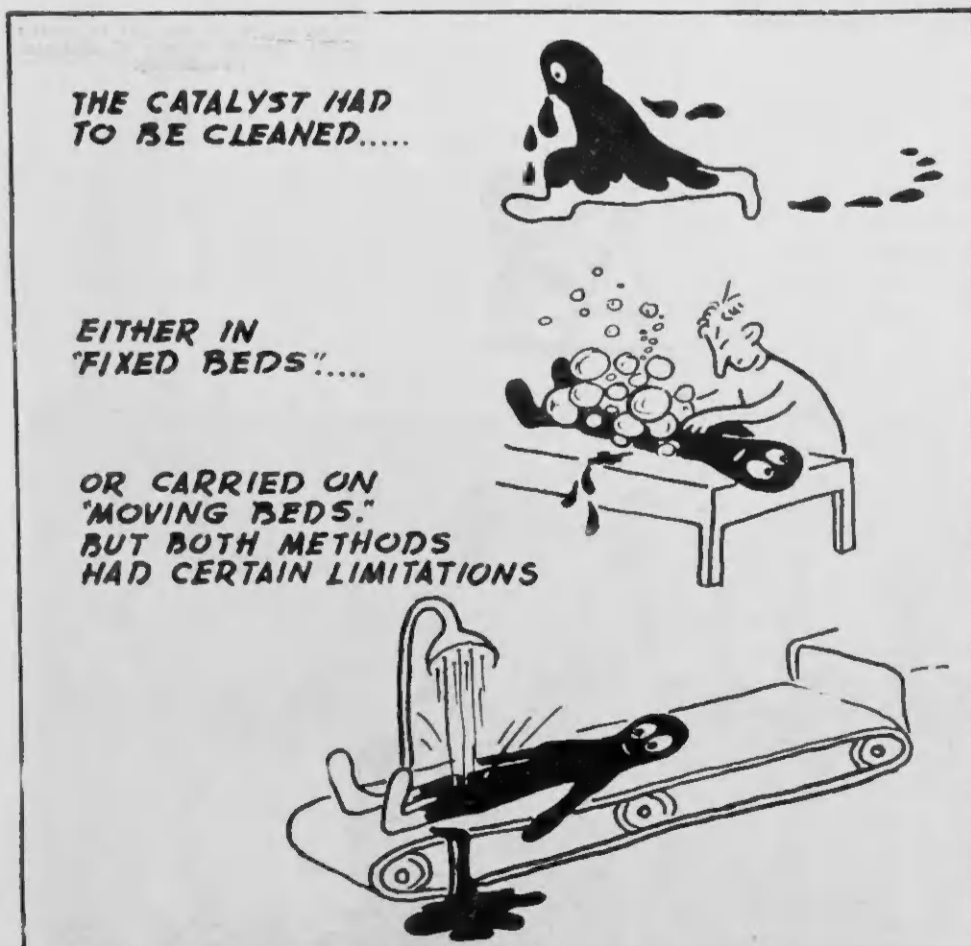
The catalyst looks like pulverized chalk and is slightly coarser than talcum powder. Several hundred tons of it are constantly circulating through the vessels and pipes of a Fluid plant. It has been estimated that the aggregate surface of the tiny particles which flow through a large unit in the course of a day is equal to the entire ground area of the United States. And yet no pumps or other mechanical devices are needed to circulate it. Standpipes give it downward pressure and streams of gas give it upward flow.

From its standpipe, the hot catalyst powder, then at a temperature of between 1000° and 1200° Fahrenheit, pours into the incoming stream of vaporized oil at the prodigious rate of a box-car load every minute. The vapor thus enters the reactor as a cloudy white mass in which every molecule of the vapor is in contact with some particle of the catalyst powder.

THE CRACKING REACTION reaches its height in the bubbling and boiling mass of catalyst powder which fills two-thirds of the reactor. The vapor forces its way up through this dense mass of catalyst powder which fills whole mass into violent agitation and producing the veritable cyclone in a cylinder which is characteristic of the Fluid process. The incoming vapor forces the fresh white catalyst in at the bottom of the mass, and the cracked vapors, laden with clouds of blackened catalyst from the top of the mass, swirl into the big outgoing pipeline at the top of the reactor.

Just after they leave the reactor, the cracked vapors enter a separator where their burden of fouled catalyst drops out and falls into the regenerator to be burned clean at temperatures between 1000° and 1200°. The white reactivated catalyst is then cycled back to its standpipe, and this continuous circulation, a kind of perpetual motion, summarizes the mechanics of the Fluid process. Meanwhile, the clean cracked vapors pursue their separate course to the fractionating tower where their high octane components are distilled off and condensed.

It is then that the indispensability of catalytic cracking to the war program becomes plain. The gasolines it produces



BUT THE CATALYST BECAME DIRTY IN THE PROCESS, AND LOST ITS POWER TO CONTROL CRACKING.

are higher in anti-knock value and in other characteristics essential to aviation fuel than gasolines obtained by cracking without a catalyst. They need less processing to produce a high octane base stock for 100 octane gasoline. The yield of iso-butane and butylene gases, used in the production of the blending agent for 100 octane, is far greater than is obtainable by thermal cracking. Moreover, catalytic cracking produces some of the raw materials for synthetic rubber.

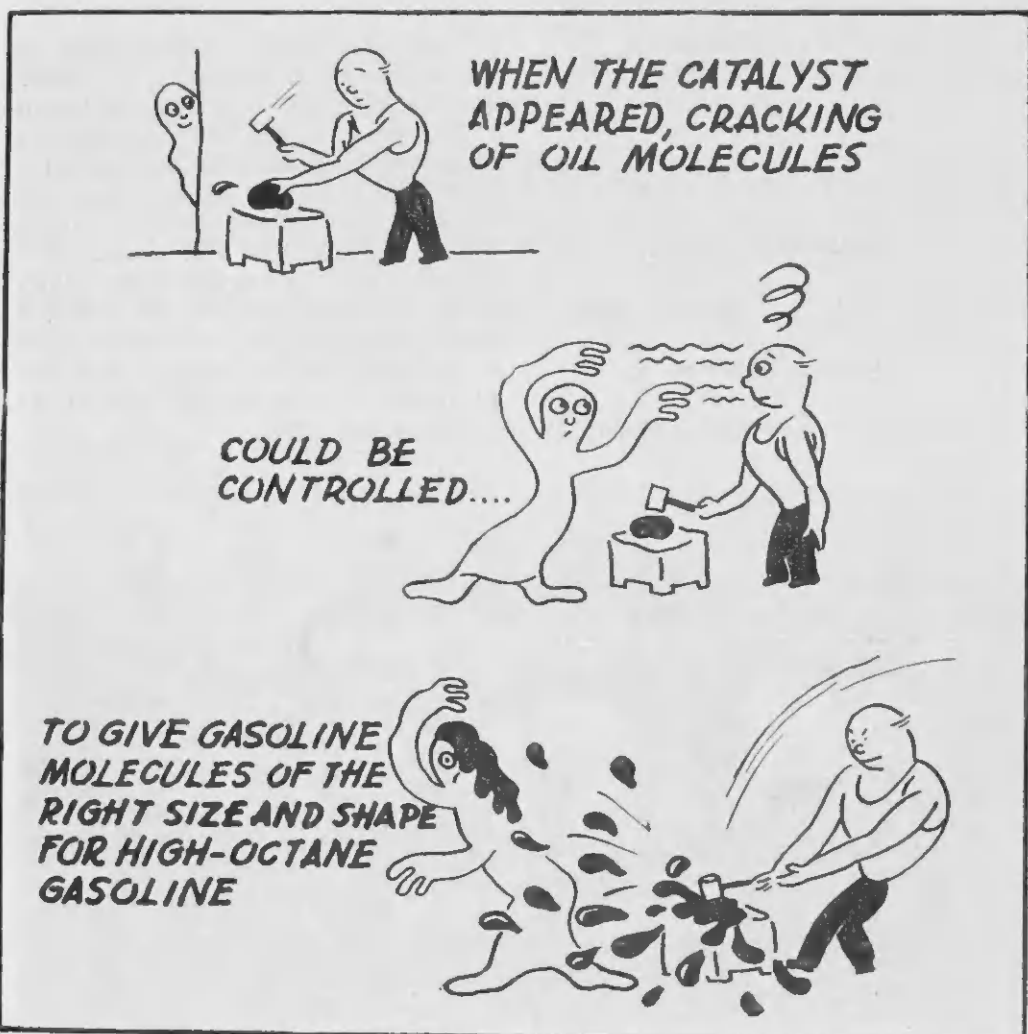
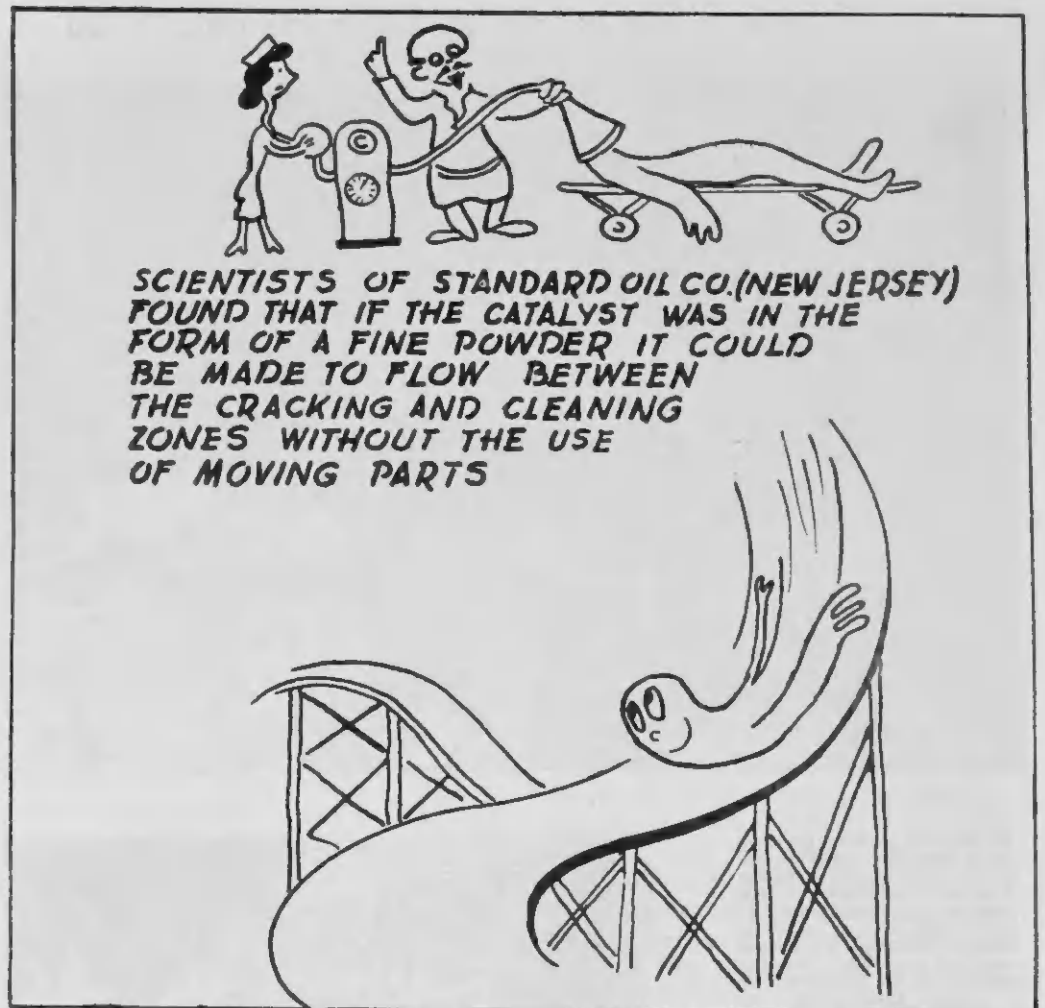
FLUID CATALYST CRACKING became the leading cracking process in the war program. But at the time the Standard Oil Development Company began its experiments with catalytic cracking half a dozen years ago, fixed-bed or stationary catalytic cracking was the accepted method. The catalyst was in the form of lumps or pills.

Initial tests carried out in Standard's laboratories were literally on a half-pint scale. A number of small units were set up consisting of catalyst containers through which oil vapors could be passed and from which the cracked gasoline could be withdrawn. Hundreds

Again, after several months of intensive effort, the engineering details of the process were worked out on this pilot plant and plans for a 13,000-barrel-a-day commercial plant began to go onto the drafting boards. By that time, the Standard Oil Development Company's catalytic cracking work had added up to the continued endeavor over a two-year period of probably 400 individuals and nearly \$1,000,000 had been spent on the pilot plants.

Just-as-the construction of the 13,000-barrel-a-day unit was about to begin, there came one of those moments which gladden the hearts of research workers. By tying together all the work on powdered catalyst, it became clear that if the proper amount of gas (either oil vapors or air or steam) were mixed with the catalyst, it became fluidized and could be handled like water or oil.

Further, it became evident that this "fluid," composed of catalyst and vapor, could be made heavier or lighter as desired simply by changing the amount of vapor added to the catalyst and by controlling the speed at which the new fluid moved. This technique of changing the density of the fluid could be used



of the Fluid catalyst process. Contributions to the development work have also been made by the Standard Oil Company (Indiana), the M. W. Kellogg Company, The Texas Corporation, the Universal Oil Products Company and the Shell Oil Company; and the patents which cover the Fluid process have since been made available to the entire industry by the Standard Oil Development Company.

THE FLUID PROCESS HAS GROWN in a remarkably short time from the laboratory to the first commercial plant which went into operation in May 1942 at the Baton Rouge refinery of the Standard Oil Company of New Jersey. The first commercial unit was over 100 times larger than the previous pilot plants. In spite of the growth in size, the development of the process has been marked by a continuous simplification; and today 32 Fluid catalyst plants are either operating or nearing completion. In the number of its plants, the Fluid process leads the other catalytic cracking processes by substantial margins.

The Fluid process is not merely a war process. Its simplicity and flexibility make it certain that it presents a new tool which is as good today in peace as it was yesterday in war. The new fluid "cat" crackers can readily be converted to the production of high octane motor gasoline in slightly greater volume than their aviation gasoline capacity. In addition to motor gasoline, they will simultaneously produce fuel oil of the type used in domestic furnaces. It is estimated that when producing motor fuel to capacity, a single large Fluid plant will also produce enough fuel oil every day to heat 100 average homes for a year.

Moreover, it would be a mistake to regard Fluid catalyst cracking as just another refinery process. The new and revolutionary chemical engineering principles which it embodies are likely to find widespread application in other industries. Its basic principle is capable of so many applications that it is impossible to envisage the changes which eventually it may bring to our lives.

of catalysts and dozens of oil stocks were tested with results so favorable that it appeared desirable to step up operations and to begin thinking about how to overcome the difficulties inherent in the fixed-bed type of operation.

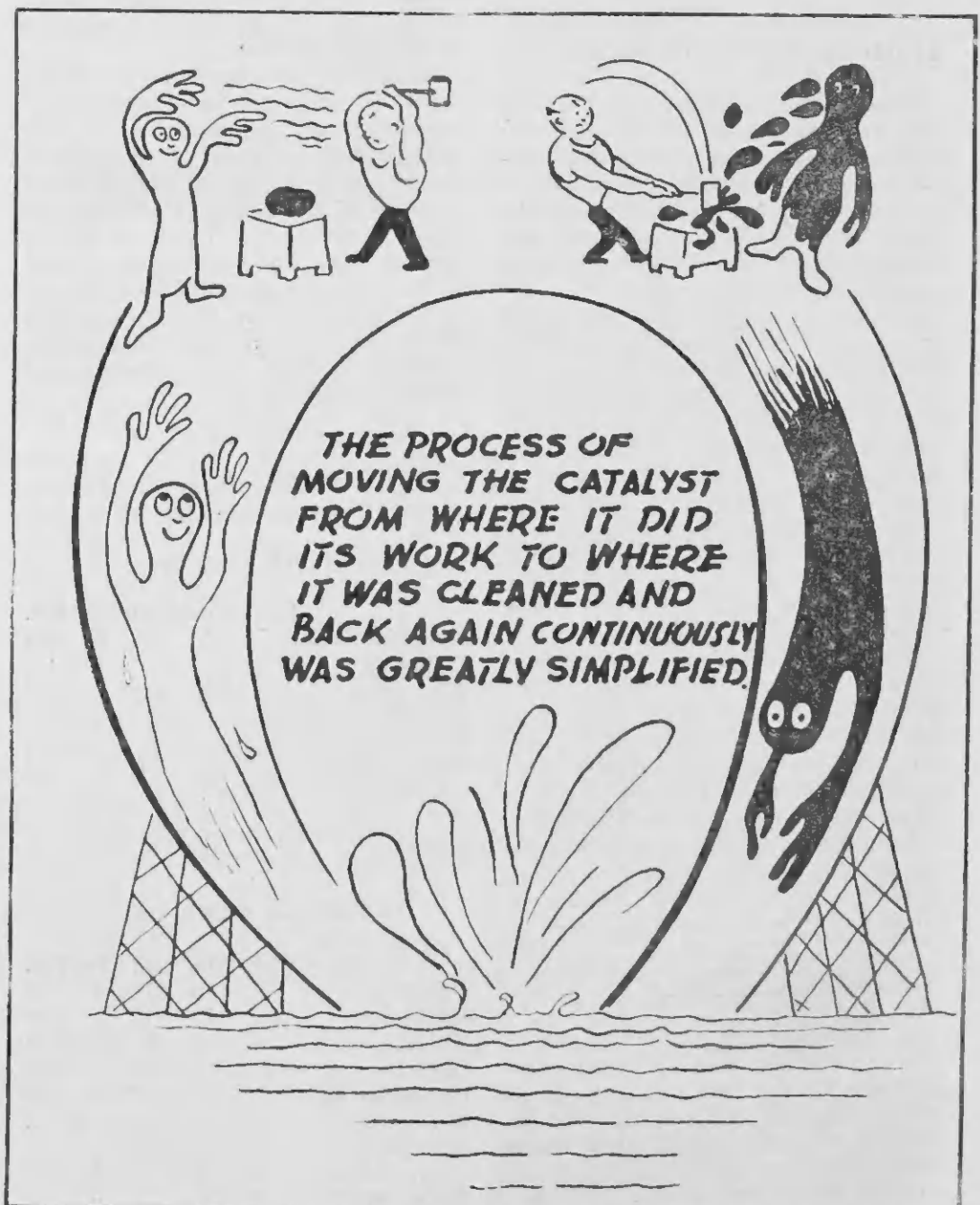
The size of the organization concerned with the development of this process soon grew from a few technical men to a very large team of more than 100 chemists, chemical engineers and mechanical engineers who worked together with several hundred operators, analysts and mechanics. Work was then proceeding on the designs of a large fixed-bed plant, and in order to miss no bets, it was decided that part of the organization should work on alternative techniques which offered the promise of being better than the fixed-bed type of plant. Experiments with these entirely different methods again were begun on a very small scale and it soon became apparent that the use of powdered catalyst would enable the plant to be more easily built and operated.

THE LABORATORY TESTS with powdered catalyst were soon being scrutinized by all the chemists and engineers involved, and a 100-barrel-a-day pilot plant using powdered catalyst was built. In its operation, catalyst from a hopper was forced by a screw conveyor into a vaporized oil stream, and the mixture of catalyst and oil vapor was sent through a heated coil where the cracking took place.

through a system of standpipes to generate any desired pressure at any particular point in the system, and by proper manipulation could circulate the catalyst through the unit without moving parts.

HERE WAS A REALLY REVOLUTIONARY idea. It was recognized at once that by the time these new principles were put into operation, few further simplification and ease of operation were bound to result. Again the 100-barrel-a-day pilot plant was completely rebuilt to put these new principles into effect. As war was then clearly approaching, the engineering factors were established in a relatively short operation of the pilot plant, and development moved directly to the building of the 13,000-barrel-a-day unit.

Despite the risk involved, the first large unit proved completely successful and development was hurried on to its goal, the designing and constructing of large commercial units. The extent of engineering work needed to design a big commercial plant may be judged from the fact that one of the first of them took 125,000 man-hours of engineering work alone. This engineering work cost about \$500,000 and was in addition to the tremendous sums already spent on research and development. By this time the Standard Oil Development Company had put a total of more than 5,000,000 manhours of research, development and engineering endeavor into the creation



New Type Show is Hit at Lago Heights Club



By popular acclaim the best show ever presented at the Lago Club, the Folies Varieté sponsored by the Advisory Committee December 1 hit a new high in songs, dances, costumes, and the romantic scenery painted by W. J. Downer of the Lake Fleet.

Above, the Brazilian number was one of the most urgently encored. At right, the colorfully-costumed Gypsy number was a hit. Shown below, the Calypso singers nearly brought down the house.



Seafaring Pup is off Again

Some of Lago's people can claim to have travelled a lot of sea miles on many different tankers, but a Lago dog outstrips them all. He hasn't been around the world yet and he hasn't seen the Pacific, but name a port on either side of the north or south Atlantic and the chances are he's been there.

Rex, our wire-haired hero, barked his first bark on Aruba in August of '39. Nine months later he weighed his anchor and sailed away with Captain August Busch on the SS "R.P. Resor", which was later torpedoed. Rex's next ship was the "Paul H. Harwood" on which he ran coastwise between New York and Texas ports. Captain Busch then took Rex on board the "G.G. Henry" and he really started getting around, making several trips to the Canary Islands and Spanish Morocco.

When the war started, Captain Busch, not wanting Rex to lose his life at sea, brought him back to Aruba. Rex stayed with Max Josephson during the war and waited for the Captain to return to Aruba and take him back to sea.

One day recently the "A.C. Bedford" stopped here and on it was Captain Busch. Rex, again sniffing the sea breezes, is off to Buenos Aires and points north, south, east, and west.

A steamship's fuel oil consumption increases roughly with the cube of its speed. A capital ship burning 700 bbls. per day at a speed of 12 knots would use 900 bbls. at 15 knots; 1200 at 18; 1700 at 20 and 3800 at 25.

An enthusiastic crowd received the Lago Heights Advisory Committee's review "Folies Varieté" at the Lago Heights Club on the night of December 1. The cast was big, the costumes lovely, and the show moved along at a near-professional pace. From the opening chorus "Hello, Hello, Hello" to the last strains of the closing number, the show was a smash hit.

M.C.'d by Fernando Da Silva, the show contained twenty-one numbers. There were amusing sketches, catchy songs, and snappy dances, and they were all headline material.

This was in large part due to the efforts of the producer, Winnie Rohee, and the co-producer Mrs. C. McDonald, who also acted as dancing instructor.

The house was packed, with nearly 300 tickets sold. Later on in the evening standing was allowed in the rear, which served to fill the auditorium even more if that were possible.

Humphrey Linscheer's orchestra donated the music for the performance and did a very commendable job. The accompanists for some of the musical numbers were E Renado and W. Rego.

Guests of the Club and enjoying the performance were B. Teagle of the Industrial Relations Department, Yousef Waffa of the Standard Oil Co. of Egypt, A. Wetherbee of the Clubs, and Cliff Monroe of the Personnel Department.

After the show the entertainment shifted to dancing.

FOOTBALL STANDINGS

(Through December 16)

Aloe League

	Plyd.	Won	Lost	Tied	Pts.
Col. Serv. Adm.	7	7	0	0	14
Personnel	6	3	1	2	8
Machinists	5	2	0	3	7
Gas-Poly	5	3	1	1	7
Storehouse	6	1	3	2	4
Dining Halls	4	1	2	1	3
Training	6	1	4	1	3
Press. Stills	6	0	4	2	2
Marine	5	0	5	0	0

Divi Divi League

	Plyd.	Won	Lost	Tied	Pts.
Utilities	6	6	0	0	12
L.O.F.	6	5	0	1	11
Welding	5	4	0	1	9
Drydock	5	2	2	1	5
Commissaries	5	2	3	0	4
Accounting	4	1	2	1	3
R. & S.	7	1	6	0	2
T.S.D.	6	1	5	0	2
Hydro-Alky	5	0	5	0	0

NEW ARRIVALS

A daughter, Shella Patricia, to Mr. and Mrs. Irad Benjamin, November 10.
 A daughter, Candace Barbara, to Mr. and Mrs. Ethelbert Oliver, November 10.
 A son, Alaster Augustus, to Mr. and Mrs. James John, November 11.
 A son, William Patrick, to Mr. and Mrs. William Eagan, November 11.
 A daughter, Joyce Cynthia, to Mr. and Mrs. Augustin Charles, November 11.
 A daughter, Ana Maria, to Mr. and Mrs. Julio Shulterbrandt, November 12.
 A daughter, Angelica Maria, to Mr. and Mrs. Prospero Rojas, November 13.
 A daughter, Belca Placida, to Mr. and Mrs. Winrick Ellis, November 14.
 A daughter, Shirley Filomena, to Mr. and Mrs. Rafael Wever, November 14.
 A daughter, Lucia Filomena, to Mr. and Mrs. Bruno Maduro, November 15.
 A son, Tim Choy Winston, to Mr. and Mrs. James Ahlip, November 17.
 A son, Paul Apolinario, to Mr. and Mrs. Juan Werleman, November 17.
 A daughter, Rosalind Joyce, to Mr. and Mrs. Philip Hodge, November 18.
 A daughter, Vitorine Eveline, to Mr. and Mrs. Ludwig Cornes, November 22.
 A son, Leandre Alberique, to Mr. and Mrs. Guillaume Arrindell, November 22.
 A daughter, Filomena Rosa Maria, to Mr. and Mrs. Luciano Wever, November 23.
 A daughter, Mary Louise, to Mr. and Mrs. Donald Hassell, November 24.
 A son, Albrecht Reginald, to Mr. and Mrs. George James, November 23.
 A son, Albert Stanley, to Mr. and Mrs. Valerio Kock, November 25.
 A son, Roy Rupert, to Mr. and Mrs. Jacob Canhigh, November 25.
 A son, Dennis Mearl, to Mr. and Mrs. Mearl Newcom, November 26.
 A daughter, Nancy Lynne, to Mr. and Mrs. James Jeffries, November 28.
 A son, Rafael Alberto, to Mr. and Mrs. Casper Hodge, November 28.
 A son, Dennis Alvin, to Mr. and Mrs. John Da Costa, November 28.
 A son, Wilfred Andrew, to Mr. and Mrs. Wilfred Jackson, November 30.
 A daughter, Maria Louisa Filomena, to Mr. and Mrs. Charles Becker, November 30.
 A son, Artie Adriaan, to Mr. and Mrs. Just de Vries, December 2.

SERVICE SLANTS

Thomas Russell of the Marine Department hears that his son, Staff Sgt. Donald Russell, who served in China with the Army Air Forces, was recently presented with the Bronze Star Medal in Shanghai. Sgt. Russell was in Aruba from childhood through his high school years, and was in college in the States when he entered the Army in 1942. He has recently returned to the United States.

Late news is that Sgt. Neville Gomes, who worked on the Pressure Stills from 1939 to 1942, and has been stationed with the occupation forces in Austria, was to be home on furlough for Christmas.

Neville left Aruba in '42 and went to the States where he enlisted in a Paratroop battalion. His was among the first units to land in Normandy on D-day. Neville suffered a face wound from a shell fragment but is as good as new now.

Five "C. Y. I." Awards Made in November

"Coin Your Ideas" awards went to five employees in November. C. Nahar won Fls. 15 for his suggestion to install a blockvalve in the 1½" steamline to steam turbine at No. 12 Aviation still; B. Henriguez Fls. 10, install a sign over the door to the Stewards Department's office; B. Richards Fls. 15, install a latrine at the western end of the utility dock; L. Aitcheson Fls. 15, install a wire screen over the instrument panel in the main Electric Shop; T. Foy Fls. 10, install a water line and hose in the Customhouse area.

SCHEDULE OF PAYDAYS

Semi-Monthly Payroll

December 16-31 Wed., January 9

Monthly Payrolls

December 1-31 Thursday, January 10



A stout-looking aggregation is the Gas & Poly team, standing about midway in the Aloe league now and holding their own. They are, back row, M. van Buchove, T. Johnson, G. Nicolaas, L. de Cuba (manager), A. Teixeira, A. Tjon, F. Anijs, A. Castinero, in front are, H. de Palm, M. Wout (captain), H. Martinus, T. Flanegin.

SCORES

November 25		
Accounting 0		Drydock 0
Dining Halls 2	(default)	Training Division 0
Welding 5	(default)	Hydro-Alky 0
Commissaries 5	(default)	R. & S. 0
Personnel 5	(default)	Storehouse 0
Gas & Poly 5	(default)	Marine 0
December 2		
Col. Serv. Adm. 1		Dining Halls 0
Press. Stills 5	(default)	Training Division 0
Personnel 1		Machinists 1
Utilities 11		Accounting 1
Drydock 2		T.S.D. 1
L.O.F. 5	(default)	Hydro-Alky 0
December 16		
Col. Serv. Adm. 5	(default)	Training 0
Press. Stills 1		Machinists 1
Gas & Poly 5	(default)	Storehouse 0
Utilities 4		Drydock 1
L.O.F. 5	(default)	T.S.D. 0
Welding 5	(default)	R. & S. 0

Inter-Island Cricket Next Week

Cricket enthusiasts will journey to the Wilhelmina Sport Park December 29 and 30 to see Curaçao's and Aruba's best players meet in two one-day matches. The annual competition, arranged this time by Cyril Brown of the Instrument Department, will bring together a Curaçao group (chiefly C.P.I.M. players) and the Cambridge Cricket Club (composed chiefly of Lago players) on the first day, and C.P.I.M. and an all-Aruba XI on the second day.

In last year's competition, at Curaçao, both games were rained out. This year's weather shows signs of being more considerate, and fair weather and a large attendance are anticipated.



Your football goalkeeper spends a great deal of time just "taking it easy". Sometimes nothing moves but his eyes as he intently follows the play around the field. But when the opponents threaten his goal he can be the fastest-moving man on the squad. This keeper, and one of the best in the game, is L. Solognier of the Machinists team.

Keeper di futbol ta pasa gran parti di wega por nada; tin bez ta su wowonan so ta moel, segun cu e ta sigui e wega cu atencion. Pero ora contrapartida ta amenaza su goal, e ta bira e hungador di mas liher riba veld. E keeper aki, un di e mihor hungadornan, ta L. Solognier di team di Machinists.

AROUND THE PLANT

First employee to use the travel opportunities of the new vacation plan was Richard de Robles of Accounting, who left November 28 for a trip to the United States. Another "early bird" was Carl York of the Drydock, who sailed on the S.S. "Kralendijk" for St. Marten December 11, and will be gone until March.

Nine years is a long time and that's how long it has been since Cecil Bristol of the Garage has left Aruba. Cecil's last trip away from the island was in 1936. He will leave on January 2 for Jamaica where, during his vacation, he intends to put his young daughter into school.

Luther Stowe will do no work at the Drydock for six weeks. He is on his third trip home in 16 years. Luther got eight weeks vacation and a two weeks leave of absence and with that he headed for his home in St. Vincent. He sailed on the Rio Hacha on December 3.

Arnold Jagrou, who left the Field Machinists last April because of poor

health, writes from St. Lucia that his health has improved, and asked to be remembered to his many friends here.

Marriages

A wedding is in the offing for Robert Martin of M. & C. and Pearl Angela Lindo. The couple is to be married on December 29, in the Dutch Reformed Church in Oranjestad.

Another December wedding is that of A.W. Williams of the Plant Commissary, who married Catherine Alexander on December 6.

Married on December 5, were Claudius Mack of Stewards, and Cleonica Gumbs. The wedding took place in the Methodist Church in San Nicolaas.

Lily Mansell, a nurse at the Hospital, will marry Martin de Aguiar of the Pressure Stills, the day before Christmas. The reception will be held at Oranjestad.

SPEED DEMONS



A bunch of future Barney Oldfields line up to roar down the Hospital Hill in their speedy soap box racers. Steel, chromium, glass, and plush make fine automobiles, but these boys are just as proud of their scrap lumber, baling wire, and catalyst drum creations.

COMMISSARY Cont. from p. 1.

made with Venezuelan farmers to grow food for Lago. The Venezuelan government at first was reluctant to allow the Company to take the produce out of the country, and finally would agree only if the Company bought food in areas specified by the government. This was done, and the project, difficult in all its phases, was begun.

Since the farmers were spread out through a considerable area in Venezuela and there was no market or depot at which the produce could be collected and prepared for shipment, one at Valera had to be established. All the food has to be gathered at the depot and from there it is taken in trucks to Maracaibo where it is put on lake tankers. The first produce to arrive in Valera remains there until enough has arrived to make up a truckload. The food sometimes has to wait a week or more without refrigeration, which causes a considerable amount of spoilage. When a load is completed, the eight-hour truck trip from Valera is started over roads that are poor and frequently rained out. When the roads are out, an entire shipment may be a total loss.

When the produce reaches Maracaibo it is checked and all spoiled food is removed. The shipment is then loaded on tankers for transportation to Aruba. Though 1,000 pounds of produce might be gathered by the various farmers in Venezuela, the opportunity for spoilage is so great during the trip over here that only 100 pounds or so might be useable on arrival.

In addition to Venezuela, the Domini-



can Republic was investigated as a food source. The schooner trip down, however, proved to be too long to maintain any degree of freshness and the idea had to be abandoned.

To obtain an adequate supply of sugar, since severe shortage in the States made it impossible to get it there, the Company had to scour all the local markets. Santo Domingo is the source finally arrived at, though attempts to find sufficient quantities to supply our needs were made in such places as Venezuela, Cuba, Argentina, and Peru.

One of the major causes of the local supply problem is the U. S. government regulation that requires all orders for foodstuffs to be placed one year in advance. Orders are made up quarterly; that is, all the food to be received during the first three months of 1946 had to be ordered during the first three months of 1945. As a result, severe shortages may develop at any time.

For instance, the Commissary may be ordering 50 cases of an item each quarter, for a steady demand. If for some reason the regular demand increases to 75 cases per quarter, the year-ahead order system makes it a whole year before the increased demand can be met.

In past years when meat supplies were plentiful, it was possible to order whatever was wanted or needed here

and be sure of getting it. Specific cuts could be ordered and in any quantity wanted. This has changed completely.

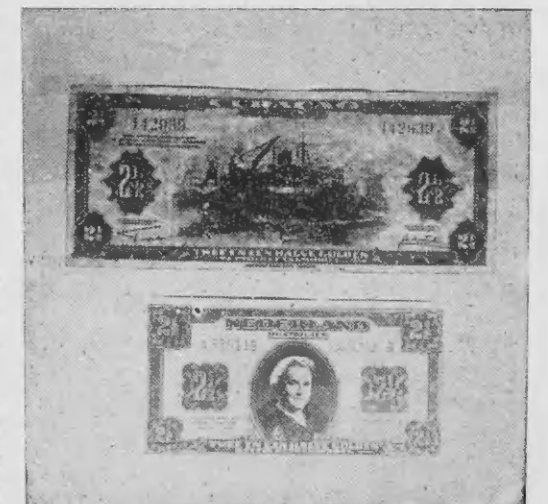
Now in order to get the cuts wanted the whole carcass must be purchased with no selective buying at all. Naturally some cuts are more popular than others; spareribs and chops and roasts sell quickly, other parts may not. A typical results of this war-created situation was the recent occasion when the Commissary had 20,000 pounds of ground meat on hand.

Employees occasionally come to the Commissary with the statement that they were able to buy some fine tomatoes from a local merchant and why couldn't the Commissary get tomatoes if the merchant could? The difficulty lies in the fact that the local source amounts to only a few kilos a week, whereas a Commissary serving 6,000 customers needs hundreds of kilos a week. In fact, it is unlikely that sufficient fresh fruit and vegetable supplies can ever be maintained, because such vast quantities would be needed that nothing short of a special refrigeration ship in constant service would suffice to keep up with the demand.

Even the Venezuelan source of supply is painfully inadequate. To illustrate this, during one week recently only 50 kilos of dashines came from Venezuela while 500 kilos might be needed.

A factor which makes it desirable to return to the practise of getting all perishable foods from New York is that it costs only half as much to get them from there, with refrigeration, as it does to get them from Venezuela without refrigeration. During the war years as many as 36 articles were received from Venezuela; at present, however, only 17 are coming in. And when restrictions on buying in the States are lifted this number will be cut further.

Unfortunately the control requiring orders to be placed twelve months in advance continues in effect even though the war is over. On the brighter side, though, is the fact that shipping space is increasing and it is to be hoped that the food situation will approach normal in the not too distant future and supplies again will flow in sufficient amounts.



Holland gets a new size of postwar currency and a Lago girl gets a sample for a birthday present. The small bill above, pictured with a Curaçao note to show its size, was sent to Theodora Peeren by an uncle in Holland, for her eleventh birthday. The new currency was issued immediately after the liberation, to combat inflation and the black market.

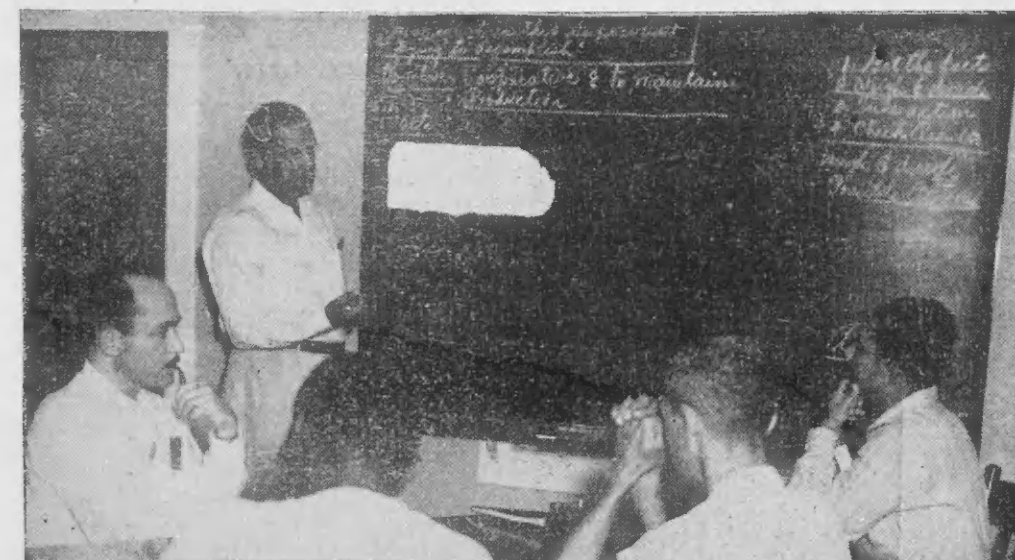
Holanda a haya un moneda corriente nobo y un mucha-muher di Lago ta haya un otro sorto di regalo pa su anja. E banknot chikito aki riba huntu cu un di Curaçao pa muestra su grandura, a bini di un Oom na Holanda pa Theodora Peeren, como su regalo dia cu el a haci 11 anja. E moneda corriente nobo a sali unbez despues di liberación pa combati inflation y mercado negro.



Married life started for Hennessy Charles, of the Colony Commissary, and Theodora Friday in the Roman Catholic Church in San Nicolaas on December 8. A reception followed at the Mechanic's Hall. In the picture above, taken two days before the ceremony, he is receiving from Gene Kessler the group's wedding gift of 110 crisp guildler notes.

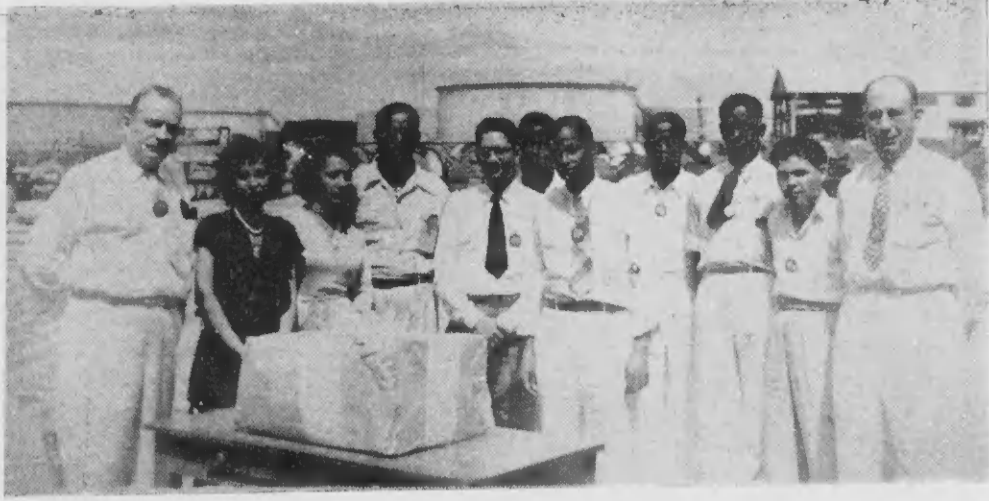


The staff of the Plant Dispensary is bidding goodbye in this picture to Albert Powell who left in late November. Presenting the parting gift of lighter and gold key chain is Edney Huckleman.



A far-from-home visitor to Aruba early this month was Yousef Waffa, acting head of personnel and public relations for the Standard Oil Co. of Egypt, who was here studying Lago's employee relations program. Mr. Waffa, who was employed by the Egyptian government before going with S.O. Co. of Egypt, had his education in the United States. He has studied at Michigan State College and the University of California, and in recent months he has been receiving training in the employee relations departments of the Company's domestic and foreign operations before returning to his duties in Egypt. Above, seated at far left, he is visiting a Job Relations Training class for Colony Service supervisors being conducted by Abdul Mohid. (Note: Information on the blackboard is blanked out because cases discussed in Job Relations classes are kept confidential).

Un bishita di mashá leeuw cu a bini Aruba na cuminzamento di e luna aki ta Jousef Waffa, cu na Egipto tin e puesto interino di Hefe di Relaciónnan di Personal y Público pa Standard Oil Co. y cu a bini Aruba pa studia e Programa di Relaciónnan di Empleado di Lago. Durante lunanan reciente el a ricibi training den e departamentonan di Relaciónnan di Empleado na e operacionnan doméstico y stranhero di Compañia promé cu el a bolbe na su trabao na Egipto. Arriba banda robes, nos ta mira ora cu el a bishita un klas di Training pa Relaciónnan di Trabao pa hefenan di Colony Service, dirigi pa Abdul Mohid.



Wedding bells are soon to chime for Leendert van Windt and Dolly Alvarez. Leendert's fellow-employees in Colony Service Administration have just finished presenting him with the large package on the table. Their beaming faces show the good wishes that went with their gift of a 94-piece set of dishes, accompanied by a card specially engraved by H. E. Garcia of Colony Operations.



Departmental reporters, each of whom has received a personally-inscribed booklet of journalistic advice, started work last month. Nearly half of them already have turned in good news items that might otherwise have been missed, and it is expected that their help in expanding the ESSO NEWS' coverage of employee and departmental activities will increase the paper's appeal to the readers. The kind of stories reporters are turning in shows that they understand their job, and the number of items is an encouraging sign of their interest. Six of the group are pictured above. In the top row, left to right, are Henwey Hirschfeld of Marine, Mario Harms of Boiler, Tin E. Blacksmith, and Simon Geerman of the Drydock. In the bottom row are Henry Nassy of No. 3 Lab., Elsa Mackintosh of the Dining Halls, and Pedro Odor of Accounting Office. (Pictures of others will be published in succeeding issues). At right is a photograph of the instruction booklet's cover.

El sistema nobo di reporters departamental a cuminzá luna pasá. Cada reporter a haya, cu su number inscribi aden un booki cu consehonan periodistico. Casi mitar di e reporternan a manda bon nobonan cu podiser lo por a pasa voorbij si no tabatin reporters. Aki riba nos ta mira seis di nan. Den e careda di mas atras ta Henwey Hirschfeld di Marine, Mario Harms di Boiler, Tin E. Blacksmith y Simon Geerman di Drydock. Den e careda di nan adilanti ta Henry Nassy di Laboratory 3, Elsa Mackintosh di Dining Halls, y Pedro Odor di Accounting. (Portret di e otro nan lo sali den e siguiente numeronan). Na banda drechi nos ta mira un portret di e capa di e booki di instrucciones.

RESCUE

Cont. from page 1

captain promised to wireless Aruba, and steamed away. He was soon back, saying he had been unable to make contact but would attempt to get word to the incoming lake tankers. This time the ship left them food, water and cigarettes, but when it started away the small boat was pulled under the stern and struck by the propellor.

The three sailors didn't notice till after the ship was beyond hailing distance that a hole had been cut in the bow near the waterline, and from that time, about 5 o'clock in the afternoon, until 3 o'clock the next morning, they had to bail for dear life to keep from sinking.

With all their clothes except swimming trunks used as sails and to stuff into the hole in the bow, they suffered from cold and rain squalls as the night wore on. Several ships passed near them, but failed to see the flashlight's blink-



Left to right are Gerald Gonsalves and Roy d'Abreu, rescued mariners. Third member of the party was Bertram Hadley.

ing. Finally, at 3 a.m., the Government tug from Curaçao came close enough to see their light, and they were safe at last. Their boat sank in a few minutes after they left it.

The tug captain, for whom the rescued men had the highest praise, said the S.O.S. summons had come to Curaçao from Puerto Rico, possibly turned in by a plane that passed over them just before dark. He had left Curaçao six hours before the rescue, knowing their approximate position and course. He took them to the pier in Oranjestad, and the adventure came to a fortunate ending.



3 Empleado di L.O.F. a Salba Despues cu Nan a Drief 22 Hora Riba Lamar

Aruba su lamar cu normalmente ta calma, a hera di reclamá algun victima na fin di luna pasá, ora tres homber cu ta traha na Light Oils a salba foi un barco cu tabata sink. E tres hombernan, Roy d'Abreu, Gerald Gonsalves y Bertram Hadley, tabata tur muhá, frieuw y nan a cuminzá sinti efecto caba di e 22 horanan cu nan tabata exponi, ora cu un touwboot cu a sali especialmente di Corsouw a piki nan pa 3'or di mardugá dia 28 di November.

E trio a sali un dia promé di Oranjestad pa nan bai pisca den barco di d'Abreu cu yama "Lady Mae". Loque a scapa nan ta cu nan a sali pa 5'or di mardugá y pesei nan mester a hiba un flashlight. Como nan tabatin di traha warda di 4 pa 12, nan tabatin idea di bai pa algun hora numa, pero e corriente fuerte pa Zuidwest di Aruba a hiba nan mas aleuw cu nan tabata ké bai, y ora cu nan a cuminzá bolbe un awacero cu bien-to fuerte a kibra e mast principal y e bela tambe a kibra tur.

Despues cu nan a drecha e bela cu nan carson- y camisanan, casi e barco no tabata camna, pero nan a haci señal cu un tanker Inglés cu tabata sali atardi. Despues cu el a duna nan poco awa, e captán a primintí nan cu el lo telegrafía pa Aruba v el a sigui bai. Pronto el a bolbe y el a bisa cu e no a haya contacto cu Aruba, pero cu el lo avisá e tankernan cu lo bai drecha. E biaha aki el a duna nan cuminda, awa y cigaría, pero ora e tanker a cuminzá sali bai, e barco chikito a worde getrek bao dje y e chapaleta e dal contra dje.

E tres marineronan no a ripará, sino te ora cu e tanker tabata mucho leeuw pa nan por tende nan. Cu e barco a haya un buraco un banda den proa. Y di e ora ey, mas o menos 5'or di atardi te casi 3'or di e siguiente mainta nan mester a chica awa fo'i e boto pa nan no sink.

Siendo cu tur nan pañanan, cu excepción di nan badbroek, tabata trahá na bela, y pa tapa e buraco, nan a sufri di frieuw cu awacero v hiento fuerte según cu nochi tabata bai cerando.

Varios barco a pasa banda di nan, pero nan no a mira e cende-paga di nan flashlight.

Porfin pa 3'or di mardugá, e touwboot di Gobierno cu a sali di Corsouw a bin basta pegá cu el a mira e luz y porfin nan tabata salbá.

Algun minuut despues cu nan a subi e touwboot, "Lady Mae" a desaparece den profundo di lamar.

E captán di e touwboot, pa kende e náufragonan tabatin mashá alabanza, a bisa cu e pidimento di auxilio a yega Corsouw di Porto Rico, posiblemente di un aeroplano cu a pasa riba nan promé cu bira scur. El a sali di Corsouw, sabiendo nan posición y nan curso y despues di 6 ora cu el a sali, el a salba nan. El a hiba nan na waf di Oranjestad y e aventura tabatin un fin menos desagradable.

Queen Wilhelmina Sends Thanks for Relief Funds

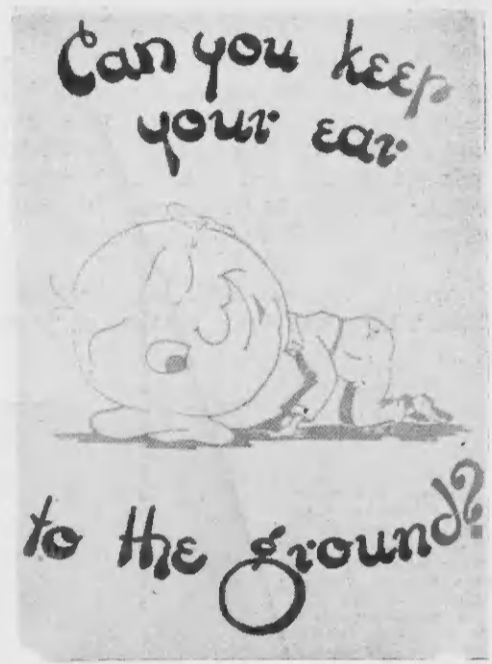
The contributions made to S.A.N.O.A. by Lago employees and the Company in 1940 and 1941 began to do their good work recently, according to a letter of gratitude received by Governor Kasteel from Her Majesty Queen Wilhelmina.

Aruba's contribution to this relief fund, which was organized shortly after the invasion of Holland, was Fls. 270,000, of which the Lago portion was Fls. 142,146.40.

Her Majesty's letter asked Governor Kasteel to convey her sentiments of gratitude to the population of Aruba, and said she was "deeply touched by the sympathy demonstrated with your gift to war-stricken Holland and its people".

Her Majesty gave assurance that the money would be spent in the manner suggested by the Aruba Committee. It is expected that the gift will give the greatest aid to children who are suffering from tuberculosis as a result of the war.

Cargo versions of dirigibles to be built for trans-oceanic flights will carry 180,000 lb. on non-stop runs from San Francisco to Honolulu, and 110,000 lb. from Honolulu to Shanghai. Other models include a hospital ship with a capacity for 248 patients, complete with all hospital accomodations including an operating room.



Long Service Awards

November, 1945

10-YEAR BUTTONS

- | | |
|-----------------|----------------|
| Thomas Hagerty | T.S.D. |
| J.S.A. Moller | T.S.D. |
| Alejandro Harms | Accounting |
| Marie Fortin | Personnel |
| Edwin Marcelin | Instrument |
| Henry Berkel | Instrument |
| Jose Dirkz | L.O.F. |
| Ambrosio Tromp | L.O.F. |
| James Cooper | Hydro-Alky |
| Marco Nicolaas | Marine Wharves |
| Juaneito Kock | Machinist |
| Urbano Oduber | Pipe |

20-Year Buttons

- | | |
|---|-------------|
| Richard Milne | T.S.D. |
| An equipment inspector in T.S.D., Richard Milne was first employed at the Casper, Wyoming refinery of the Standard Oil Co. of Indiana May 2, 1925. He came to Aruba March 11, 1931. | |
| J. H. Ponson | Marine |
| J. H. Ponson was employed by Lago on October 1, 1925 as a Commissary clerk. He later transferred to the Marine Department and became a Marine checker in 1943. | |
| Dominico Vries | Boiler Shop |
| Dominico Vries was employed on July 31, 1925. He started in the Boiler Shop and is now a boilermaker "A". | |

Work Safely Every Day	JANUARY						Evita Desgracia Cada Dia
	1946						
SUN.	MON.	TUES.	WED.	THUR.	FRI.	SAT.	
		1	2	3	4	5	
6	7	8	9	10	11	12	
13	14	15	16	17	18	19	
20	21	22	23	24	25	26	
27	28	29	30	31			